

Over a period of time, it seems reasonable to state that additional development in the two subdivisions in the southwestern portion of town will occur. As this happens, the possibility of additional maintenance on the drainage ditches leading from the area becomes a distinct possibility. Contrary to the more developed drainage system previously mentioned, the network southwest of town quite possibly would need upgrading.

By 8160A-537, a service district may be created by a city council. This district would be for the purpose of maintaining the aforementioned drainage project, as per 8160A-536. Financed through property taxes, families within this specifically defined area would be assessed for the necessary maintenance. In this manner, development could continue but this one additional cost must be borne by those receiving the benefits.

D. Apparent Direction of Urban Development

As envisioned in the recently completed (but not adopted) Sketch Land Use and Development Plan for Johnston County, residential development will occur just north of Selma (apparently along S. R. 2332 and U. S. 301 north). Commercial growth is expected to continue developing around the U. S. 301 - U. S. 70-A and the I-95 - U. S. 70-A interchanges. As examination of the 1970 and 1976 land use maps confirms that this anticipated development is occurring.

An examination of the 1971 Land Development Plan mentions the continued residential growth northeastward of town. But the areas where dense residential growth was expected to occur were in the new subdivisions. There is one platted subdivision northeast of town, but the land it occupies is still in its natural state. The growth that has occurred outside of town has been of the low density type with the exception of a mobile home park or two.

Highway commercial development (trade) was to be promoted along the proposed major thoroughfare between Selma and Smithfield in the vicinity of the proposed I-40 interchange. While the exact route to be followed by I-40 is still unknown as of early October, the development envisioned along U. S. 301 between Selma and Smithfield has continued to grow. This has mainly been of the trade and service sectors, though a small mobile home court has located along the route also (in spite of the fact that this strip is zoned for highway business).

Mobile home courts continue to grow in popularity because of two major factors. The first is the fact that rental housing in Selma is rather limited (computed to be a low of 3.5 percent in Selma's 1976 Housing Assistance Plan) and the second is that the increasing cost of a single family detached dwelling is prompting more and more people into the only option available--a mobile home.

Rick's Mobile Home Court on Ricks Road and Ward's Mobile Home Court at the intersection of Webb Street extension and U. S. 301 north